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NRO REVIEW COMPLETED

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[REDACTED]
Copy 12 of 15

30 August 1963

MEMORANDUM FOR THE RECORD

SUBJECT : Estimate of Reduced Scope on Consolidated ELINT System for the U-2

REFERENCES : a. Results of Evaluation on Consolidated ELINT System dtd. 26 August 1963

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b. Study Request to LAC for Pod Configuration Relative to Consolidated ELINT System dtd.

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28 August 1963 [REDACTED]

1. As indicated in the reference document, three recommendations were forwarded as a result of the evaluation on the Consolidated ELINT System for the U-2. This memorandum confirms action taken as a result of those findings. Referenced recommendations are included in paragraphs 4, 5, and 6 of the reference document, and include:

a. A recommendation to keep the present configuration of System XIIA, the S-, C-, and X-Band Warning, Ranging, and D/F'ing System (Ranging to be available only in S- and C-Bands), with provisions for integration of electronic packages in any new total systems configuration.

b. A recommendation to obtain re-estimates from [REDACTED] on costs for a program on a reduced scope basis to include only:

- (1) The General ELINT System
- (2) The Special Intercept Package
- (3) The total System Recording Facilities

Handle via [REDACTED]
Control [REDACTED]

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c. A recommendation to have LAC make an aerodynamic and feasibility study on a pod to be mounted along Roll Axis of the aircraft near the C.G.

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2. With reference to item 1a. above, no further action is deemed necessary. The contract for System XIIA is active, funded, and integration into any new system presents no problems.

3. With reference to item 1b. above, telecons between [redacted] and representatives of [redacted] were accomplished on 23 August 1963. During the telecons, it was requested that a re-estimate of costs be made for an effort as outlined in 1b. above. At that time, it was agreed that the new estimates for Phase I and Phase II effort would be transmitted to us via telephone on Monday, 26 August, to be followed by a letter covering the cost breakdown. New estimates received in telecons on 26 and 27 August were quoted as indicated in Enclosure I.

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- a. For [redacted] (total CPFF cost estimate) Phase I - [redacted] and six months. Phase II - [redacted] and twelve months.
- b. For [redacted] (total CPFF cost estimate) Phase I - [redacted] and three months Phase II - [redacted] and twelve months

On the basis of compatible performance of the systems as proposed, technical competence of the two firms, and the submitted costs, it would be recommended that [redacted] be considered as the best candidate for contractual commitment. A memorandum to the Contracts Division, OSA, is in preparation to request action on the above recommendation. Further recommendation will be made in the memorandum to CD/OSA to let a contract at this time for the Consolidated ELINT System only for Phase I. Primary reasoning for this procedure is budgetary in that only [redacted] is available at the present time, i.e., [redacted] from OEL and OSA each. A secondary reason is that, with a thorough study in

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Phase I accomplished, Phase II should be negotiable on a fixed-price basis rather than CPFF.

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4. With reference to item 1c. above, request has been made to MD/OSA [redacted] to obtain estimates and scheduling on a study by LAC for a pod configuration totaling 9.5 cu. ft. and capable of carrying a payload of 400 lbs. The pod should be configured for belly mounting on the U-2 along the Roll Axis and located near the C.G. of the aircraft. Basic configuration would subtend present belly profile 4.5 inches, fair into the fuselage cross-section some 14-plus inches outboard of the fuselage center-line, have a length of some 6-plus feet in length, and be completely detachable for quick disconnect. Such a study should be considered only with the present systems I, III, and VI removed from their present positions in the aircraft for an appraisal of weight and balance as well as aerodynamic characteristics. The weight and displacement of the System I, III, and VI (normally III and VI) would be a normal complement of the pod, and would be included in the 400 lbs., 9 cu. ft. capacity of the pod. It has been recommended that the study include aerodynamic characteristics and weight and balance with and without slipper tanks. Payload of slipper tanks would be for extra fuel only.

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Engineering and Analysis Division
OSA-DD/S&T

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(30 August 1963)

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8 - D/FA/OSA
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10 - PS/OSA
11 - OD/OSA
12 - CD/OSA
13 - MD/OSA
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[redacted]
ELINT Development Branch
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